



# Senate

General Assembly

**File No. 385**

February Session, 2022

Substitute Senate Bill No. 389

*Senate, April 11, 2022*

The Committee on Transportation reported through SEN. HASKELL of the 26th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

## **AN ACT CONCERNING TRAFFIC MITIGATION.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1       Section 1. (NEW) (*Effective from passage*) (a) Not later than January 1,  
2       2023, the Police Officer Standards and Training Council, in conjunction  
3       with the Department of Transportation, shall develop a training  
4       curriculum for police officers concerning traffic incident management.  
5       Such curriculum shall be aligned with training developed by the Federal  
6       Highway Administration and shall provide for a systematic, planned  
7       and coordinated approach to detect, respond and clear traffic incidents  
8       in order to restore traffic capacity in a safe and efficient manner.

9       (b) On and after October 1, 2023, each police basic or review training  
10      program conducted or administered by the Police Officer Standards and  
11      Training Council, the Division of State Police within the Department of  
12      Emergency Services and Public Protection or a municipal police  
13      department shall include the training curriculum developed pursuant  
14      to subsection (a) of this section. The Division of State Police and each  
15      municipal police department shall maintain records indicating when a

16 police officer employed by the Division of State Police or the municipal  
17 police department completed such training curriculum.

18 Sec. 2. Subsection (d) of section 14-224 of the 2022 supplement to the  
19 general statutes is repealed and the following is substituted in lieu  
20 thereof (*Effective October 1, 2022*):

21 (d) Each person operating a motor vehicle who is knowingly  
22 involved in an accident on a [limited access] highway which causes  
23 damage to property only shall immediately move or cause [his] the  
24 motor vehicle to be moved from the traveled portion of the highway to  
25 an untraveled area which is adjacent to the accident site if it is possible  
26 to move the motor vehicle without risk of further damage to property  
27 or injury to any person.

28 Sec. 3. (*Effective from passage*) The Commissioner of Transportation  
29 shall develop a plan to expand the use of unmanned aerial vehicles to  
30 inspect existing transportation facilities. Not later than October 1, 2022,  
31 the commissioner shall submit such plan and recommend a level of  
32 funding needed to implement such plan, in accordance with the  
33 provisions of section 11-4a of the general statutes, to the joint standing  
34 committees of the General Assembly having cognizance of matters  
35 relating to transportation and appropriations and the budgets of state  
36 agencies.

37 Sec. 4. (*Effective from passage*) The Commissioner of Emergency  
38 Services and Public Protection shall develop a plan to expand the use of  
39 unmanned aerial vehicles to investigate motor vehicle accidents and  
40 other traffic incidents. Not later than October 1, 2022, the commissioner  
41 shall submit such plan and recommend a level of funding needed to  
42 implement such plan, in accordance with the provisions of section 11-4a  
43 of the general statutes, to the joint standing committees of the General  
44 Assembly having cognizance of matters relating to transportation,  
45 public safety and security and appropriations and the budgets of state  
46 agencies.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>from passage</i>	New section
Sec. 2	<i>October 1, 2022</i>	14-224(d)
Sec. 3	<i>from passage</i>	New section
Sec. 4	<i>from passage</i>	New section

**TRA**      *Joint Favorable Subst.*

*The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.*

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### **OFA Fiscal Note**

**State Impact:** None

**Municipal Impact:** None

### **Explanation**

The bill has no fiscal impact because the relevant agencies have the expertise to develop the required training curriculum and plans.

### **The Out Years**

**State Impact:** None

**Municipal Impact:** None

**OLR Bill Analysis****sSB 389*****AN ACT CONCERNING TRAFFIC MITIGATION.*****SUMMARY**

This bill makes several changes in current law related to traffic management by requiring (1) police officer training in traffic incident management, (2) off-road vehicle clearance after an accident, and (3) planning for increased use of drones for accident investigations and transportation facility inspections.

The bill also makes a technical change.

EFFECTIVE DATE: Upon passage, except the provision on accident clearance is effective October 1, 2022.

**§ 1 — TRAFFIC INCIDENT MANAGEMENT TRAINING**

By January 1, 2023, the bill requires the Police Officer Standards and Training (POST) Council, in conjunction with the Department of Transportation (DOT), to develop a traffic incident management (TIM) training curriculum for police officers. The curriculum must (1) align with the Federal Highway Administration's training and (2) provide for a systematic, planned, and coordinated approach to detect, respond, and clear traffic incidents to safely and efficiently restore traffic capacity.

Beginning October 1, 2023, police basic or review training programs must include this TIM curriculum. This requirement applies to training conducted or administered by POST, the Division of State Police within the Department of Emergency Services and Public Protection (DESPP), and municipal police departments. The state police and each municipal department must maintain records indicating when their employed police officers have completed the training.

**§ 2 — OFF-ROAD ACCIDENT CLEARANCE**

The bill expands to all public roads (versus only limited access highways under current law) the requirement for drivers who are knowingly involved in an accident that caused only property damage to immediately move or cause the vehicle to be moved from the traveled portion to an untraveled area adjacent to the accident site. However, this requirement only applies if it is possible to do so without risk of further property damage or injury to any person.

**§§ 3 & 4 — EXPANDED DRONE USE FOR ACCIDENTS & FACILITY INSPECTIONS**

The bill requires the DOT and DESPP commissioners to each develop plans, including recommended funding, to expand the use of unmanned aerial vehicles (i.e., drones) for specified purposes.

Specifically, by October 1, 2022, the DOT commissioner must submit his plan for inspecting existing transportation facilities with drones to the Appropriations and Transportation committees. By this same date, the DESPP commissioner must submit his plan for investigating vehicle accidents and other traffic incidents with drones to the Appropriations, Public Safety and Security, and Transportation committees.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea    35    Nay    0    (03/24/2022)